



# Today's Advertisements.

VICTORIA ENGLISH SCHOOLS.  
CRAIGENOWER, CAINE ROAD.

THE SCHOOLS will be RE-OPENED  
on MONDAY, the 14th instant.

For Prospectus, &c., apply  
HEAD MASTER.

Hongkong, 12th August, 1899. [10252]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOV.  
THE Company's Steamship.

"HAILONG."  
Captain Robson, will be despatched for the  
above Port, TO-MORROW, the 13th instant,  
at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAIR & Co.,  
General Managers.

Hongkong, 12th August, 1899. [10254]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR MANILA.  
THE Company's Steamship.

"SUNGKIANG."  
Captain Dodd, will be despatched as above  
on MONDAY, the 14th instant.

The attention of Passengers is directed to  
the Superior Accommodation offered by this  
Steamer.

The Vessel is fitted throughout with Electric  
Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 12th August, 1899. [10212]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship.

"INDRALEMA."  
Captain Baker, will be despatched as above  
on FRIDAY, the 18th instant, at 3 P.M.

For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 12th August, 1899. [10204]

## Intimation.



A. S. WATSON & Co.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

B. ST. ESTEPHE, Red Capsule... \$ 6.96

C. ST. JULIEN, Red Capsule... 9.00

D. LA ROSE, Red Capsule... 12.96

CHATEAU LAIT, D'OR, LAR... 21.00

CHATEAU MOUTON D'ARMAIL... 22.20

HACQ... 21.00

CHATEAU PONTET CANET... 22.00

CHATEAU LA TOUR CARNET... 22.00

CHATEAU LAUREN... 22.00

CHATEAU LAFITE... 22.00

These CLARETS are bought direct  
from the leading French growers.

The lowest priced are of exceptional  
value and guaranteed to be the  
genuine product of the juice of the  
grape, and are not artificially made  
as is generally the case with cheap  
Wines.

CHATEAU LA TOUR CARNET, CHA-  
TEAU LAUREN and CHATEAU LAFITE  
are commended to the notice of Con-  
noisseurs as high-class after-dinner  
Wines of a rich and rare character.

Sample bottles and smaller quanti-  
ties will be supplied at proportionate  
wholesale rates.

We guarantee our Wines and Spirits  
to be genuine only when bought  
direct from us in the Colony or from  
our authorised Agents at the Coast  
Ports.

A. S. WATSON & Co., Limited.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 12, 1899.

REUTER'S TELEGRAMS.

THE PRESS ON THE QUEEN'S  
SPEECH.

LONDON, August 10th.

The newspapers generally applauded the signifi-  
cance of the language of the Queen's speech  
in reference to the Transvaal. The Daily  
Chronicle alone charges Mr. Chamberlain with  
forcing a war.

THE TRANSVAAL.

The latest news from Pretoria says that it  
may possibly be a week before a reply relative  
to an enquiry will be sent.

WEATHER REPORT.

The Observatory report says—

On the 12th at 11.45 a.m. The barometer is  
rising on the China coast, and in the South  
the depression seems to be moving Eastwards  
in the N. part of the Sea of Japan, and pressure  
is highest over the China Sea and Pacific.

Gradients slight for S and S.E. wind on the  
China coast. Forecast: Light to moderate  
S winds; showery.

## LOCAL AND GENERAL.

Owing to an oversight, we omitted to acknow-  
ledge the source of the article on Polo which  
appeared in last night's issue. It was taken  
from our Shanghai sporting contemporary,  
*Sport and Gossip*.

\* \* \* We call the attention of our readers to an  
interesting original story by Amelia E. Barr,  
which appears on our extra sheet. We shall,  
in future, publish an original story of this dis-  
cription every Saturday.

WE notice that the long-wished-for new arms  
and equipment, for the Hongkong Volunteers  
will arrive in a few days. When it is expected  
that the Civilian soldiers will be able to give  
an improved account of themselves at the Rifle  
Ranges.

THE Post Master General asks us to notify,  
that the mails for Shanghai, Nagasaki, Kobe  
and Yokohama by the *Sakata* close to-morrow,  
at 9 a.m. Correspondence, with late fee of 10  
cents, may be posted in the night box from 9  
a.m. to 1 p.m.

WE would remind our readers that an entertain-  
ment will be given at the Royal Engineer's  
Theatre, Wellington Barracks, to-night. We  
believe, a lady, who lately took a prominent  
part in the A. D. C. performances at the City  
Hall, has kindly consented to assist.

DR. HARLEY, the entertainer and magician, of the new Im-  
perial Chinese Theatre at Canton, owing to the  
difficulties of access, &c. He plays at the Canton  
Club Theatre on the Shamone to-day and Mon-  
day next, returning to Hongkong afterwards.

THE Band of the Hongkong Regiment will  
play at the Hongkong Hotel this evening from  
8 p.m. to 9.30 p.m.

March... Violetta... Masi  
Claret... Albano... Corbis  
Selection... Les Cloches... Les Cloches  
Barr... Les Cloches... Les Cloches

DR. PETERS, an agent of the Hamburg  
America Line and of the North German Lloyd,  
has visited Macassar to see whether that port  
would afford profitable returns to German  
steamers calling there to take direct cargoes to  
Europe. The mercantile community at Macas-  
sar is said to be anxious for a favourable  
report from Dr. Peters. The aim is to avoid  
the troublesome, dear, and slow transhipment  
of cargo from Macassar at Singapore. The  
success of the proposed new departure means  
thus harm to Singapore, for the benefit of  
Macassar.

THE news that the Bank of England had re-  
fused to cash one of its own notes on the ground  
that it had been stolen from Paris, Bank was  
at first received with incredulity, but it seems  
to be true, and the ill-wishers of the Bank are  
pleased. It may depend that if other banks  
are to act as detectives for it, in self-defence  
they will soon come to think it better to have  
nothing to do with bank notes at all. "But  
the Bank is indemnified by Paris." Hardly.

Powerful though Paris Bank be, it cannot  
undertake to guarantee the credit of the  
Bank of England paper money either at home  
or abroad.

A FIRE broke out in Tamondori, Kobe, on  
July 31st last at about 3 o'clock. A light wind  
was blowing at the time, and to the amazement  
of the spectators the fire spread at once in all  
directions. The Aiohoshi Police called upon the  
members of the force then on duty, as well as a  
number of coolies engaged on the waterworks,  
to help in extinguishing the fire, a task which  
was not accomplished, however, until about 5  
o'clock. Twenty houses were destroyed  
(occupying 150 *tsubo*) and four others were  
partly destroyed. It is not definitely known how  
the fire originated. The losses are given as  
20,000 yen. Most of the houses were insured.  
—*Ilyoga News*.

AN Imperial Ordinance has been issued in  
Japan providing for an increase of the salaries  
of naval officers. The new rates are—Admiral  
yen 6,000 a year; Vice Admiral yen 4,000; Real-  
Admiral yen 3,300; Captain (first class emolument)  
yen 2,496.60; (second class emolument) yen  
2,263; Second Captain (first rate emolument)  
yen 1,893; (second rate) yen 1,606; Comman-  
der (first rate) yen 1,277.50; (second rate) yen  
1,095; First Lieutenant (first rate) yen 960;  
(second rate) yen 864; 3rd rate yen 780;  
Second Lieutenant (first rate) yen 600; (second  
rate) yen 540; 3rd Lieutenant yen 444. These  
rates are applicable in cases of other native  
officers whose ranks correspond with the above.

WE understand that the news that the *Powerful*  
has been ordered home via the Cape of Good  
Hope is quite correct, and the giant cruiser is  
expected here in a day or two. Whether or no  
the *Terrible* will take her place on the China  
Station we are unable to say. The *Powerful*  
was sent out to China as an "answer" to the  
*Rurik* and hence we heard an amusing  
conversation between a bluejacket from a  
*Powerful* and the comrade from the *Tamara*,  
the other day, during the last war scare.

The *Powerful* man was laying down the law  
to his friend and said, "Ver see Bill, directly  
wars declared we doubles up the *Rurik* we  
does, an' then along comes the *Victorious* an'  
wipes the floor with the 'ole bloomin' lot!"

THE FIRE AT CHICO.

Mr. Whitley, the Manager of the Sperry  
Flour Company, Hongkong, informs us that the  
flour mill burnt at Chico was a very small  
mill making about 200 barrels per day, and as  
its output was used locally its loss will not  
affect the export flour trade at all. We are  
pleased to hear that the damage is so slight.

THE PLAGUE.

Cases reported to 11th instant... 1,367

Do. do. during past 24 hours... 9

Total... 1,376

Deaths reported to 11th instant... 1310

Do. do. during past 24 hours... 0

Total... 1,310

## ELECTRIC LIFTS.

As electricity has now become a serious  
rival to water as the motive power for lifts, etc.  
it might interest our readers to have a brief  
description of the manner of working and a  
general description of those installed by our  
progressive Electric Co. at the Queen's Build-  
ing and for which, we are informed, they have  
further orders.

QUEEN'S BUILDINGS.  
are a fine block of buildings, belonging to  
the Hon. C. J. Charter C.M.G., to whose  
kindness we are indebted for permission  
to view the lifts, situated on the Reclama-  
tion. To those of our readers who have not  
been at Hongkong for some time we may  
mention that these buildings are at the cor-  
ner made by the Bund and a continuation of  
Ice House Street. They are four storeys high  
and cover a large area. If old fashioned stair-  
ways had been depended upon there is no  
doubt the top floors, though the pleasantest in  
this hot climate, would have depreciated  
greatly in value, so some form of lift was al-  
most a necessity. Electric lifts, on account of  
their economy in installing working, com-  
pactness of machinery, and capabilities of con-  
trol were chosen as being the best fitted for the  
arduous nature of the work expected.

CAUSE OF ECONOMY.  
The reason that this class of lift can compare  
so favourably with others is that the actual  
power station from whence the motion is  
derived may be at any distance away. No  
boilers, engines or pumps are required for their  
sole working, machinery already erected at a  
distance part of the town, but not working  
the full twenty-four hours, can be utilized  
to give the necessary power during the time  
which otherwise it would be standing idle.

The reason for this is that electrical power  
is the most perfect of being safely and econo-  
mically transmitted long distances. We have  
wires carried overhead and beneath our feet,  
through which many thousands of horse-pow-  
er units are daily transmitted without any  
one feeling the least alarm. Electric Light  
companies have always been under a disad-  
vantage, as regards dividend earning, by the  
very nature of their work, furnishing light,  
which is only wanted during a very few hours  
of the day, and which, of course, necessitates a  
simultaneous. This is the case with the  
majority of which, unless other employment  
is found for them, would be standing idle  
during the hours of daylight. It will be seen  
from this that electric lifts are of especial im-  
portance to their installers as well as a great  
convenience to the purchaser.

PECULIAR DIFFICULTIES.  
As already shown, the great advantage to the  
electric supply company is that the machinery  
already erected is fitted for the new class of  
work required. Now this advantage did not  
exist at Hongkong, as it is generally conceded  
that, single phase alternating current is not  
applicable to motor working, that being the  
system under which the city lighting and  
been designed. Greatly to the credit of Mr.  
Wickham, the consulting electrical engineer,  
and manager of the company, *the apparatus*  
has been overcome, and a motor always in-  
stituted that while securing every advantage  
to the company, leaves nothing to be desired by  
the consumer of the energy supplied. To fully  
appreciate these difficulties it needs a certain  
amount of technical knowledge, and perhaps it  
is not for nothing that all hours of the day  
and night, besides the usual considerations  
of silent working, introduction of safety  
devices and amount of attention required. We  
shall soon be able to see how the electric lift  
satisfies these onerous demands.

DEFINITION OF CURRENTS.  
We said that alternating current is not  
suitable for motors, the reason being that, the  
motor has to be started independently and  
acquire the same speed as the dynamo that is  
supplying the current, before the dynamo will  
start to work it, as long as the motor and  
dynamo are going at the same speed, then the  
dynamo works the motor, but if the motor  
stops then it cannot be started again by the  
alternating current dynamo.

An alternating current means a current of  
electricity that is always changing in  
direction and strength while the continuous  
current is, as its name implies, constantly in  
the same direction and of the same strength.  
The alternating has the advantage, that it  
is more applicable for transmission over long  
distances, while the continuous is better  
suited for arc-lighting and motor requirements,  
both being equally serviceable for the ordinary  
house lighting. Many must have noticed  
and we dare say wondered at the mystic  
symbol so frequently met with in all works on  
electricity, and which indeed forms the starting  
point from which all electrical calculations have  
to be worked from, the letters C—E over R.  
There is nothing incomprehensible about them,  
and as it will be much easier to understand the  
subject under consideration, by first grasping  
their meaning we will give briefly what they  
mean. C means Amperes, or the unit of the rate  
at which the current is flowing, and it must be  
remembered that the velocity of motion is also  
proportionate to the velocity of the E means  
Electro Motive Force, or the pressure  
at which the current is generated. Just the  
same as an engine speaks about so many  
pounds pressure on his boiler. R is the Resistance  
that the current has to overcome, or is in  
opposition to its flow. With this definition  
it is easy to see, that the greater the  
pressure applied, the quicker will be the  
motion, and the more resistance that has to  
be overcome the slower will it become, and  
that the pressure exerted multiplied by the rate  
of flow will give the amount of work being  
done.

CONDITIONS OF ELECTRIC SUPPLY.  
We have already mentioned that an electric  
supply company has to have a large number  
of machines which are lying idle during the  
day, the fact is slightly worse, as when a cus-  
tomer agrees to take the electrical energy, he  
stipulates that he may be able to have it any  
time during the day or night, and to meet this, one  
set of engines and dynamo has to be going all  
day and night, this set may not be earning a  
cent, and it is to find work for it that makes  
the electric lift customer such a valuable  
adjunct to the supply company. To take the  
full advantage of him, some means of storage  
becomes necessary so that he can be supplied  
with sufficient energy for his daily consumption  
at times most convenient to the company.

TRANSMISSION OF ENERGY.  
For transmitting purposes a great pressure is  
required, we might mention in passing, that the  
distance to which the energy can be trans-  
mitted is only curtailed by the pressure at  
which it can be generated, the pressure at  
Nagasaki, falls for transmission to Shanghai  
being somewhere between twenty and thirty  
thousand volts, the electric lift, however, is  
not so high, it requires only a few hundred  
volts, and is, therefore, much more easily trans-  
mitted.

dangerous and would not do to have brought  
into a consumer's house. For high vol-  
tages, those in the thousands, an alternating  
current is the easier generated, so we have  
leaving the supply station, an alternating  
current at 2,000 volts pressure, which is not  
applicable, but can be used for motors as al-  
ready stated.

SUB-STATION.  
Just off the Queen's Road, at the back of the  
Chartered Bank, the ground floor of a building  
has been obtained, to act as a sub-station, and  
in which is installed an alternating current  
motor of 20 horse power, which when speeded  
up, to be "in step with" or running at the same  
speed as the generator, can be worked by the  
alternating current. On the same shaft, as the  
motor, is the armature of a continuous  
current dynamo, which is the motor acts  
as the engine to the dynamo. The dynamo  
supplies the storage cells, which in their turn  
supply with continuous current the motors that  
work the lifts. It is not quite accurate to call  
these cells, or batteries, storage cells, as they  
do not store electricity, but convert electrical  
energy into chemical, which can be re-converted  
when required. The method used to start  
the alternating current motor is most  
ingenious and well worth a word of  
explanation. The current from the cells is  
taken and passed through it for the time  
current dynamo, making it work the alternating  
current motor, which works the required speed  
attained, the current from the supply  
station is switched on and the alternating  
current works the dynamo, which then generates  
current of sufficient strength to overcome the  
resistance from the cells and begins to charge them  
to store its energy. A store of energy is al-  
ways ready to work the elevators, and re-  
quired; this store does not require any at-  
tendant, the very fact of the lift attendant  
grasping the rope to start the current from the  
cells on their tour of usefulness.

STORAGE CELLS.  
To appreciate the value of these storage  
cells, the important work they have to perform  
must be first understood. They are capable  
of storing what is technically known as 133  
horse-power hours; putting it into every-day  
workable language, that means, when fully  
charged, energy equivalent to that exerted by  
133 horses could be derived from it for one  
hour, or one horse-power could be taken for  
133 hours. In fact the amount of energy taken  
out divided into 133 will give the number of  
hours that the cells will run before they need  
re-charging. There are four lifts in the Queen's  
Buildings and two in the Hongkong Land In-  
vestment Buildings, each nominally taking five  
horse-power, and supposing that all the lifts are  
working, their full current, which never happens,  
were working, that would be 30 horse-power.  
Not only is it very unlikely that all the lifts  
would be required to take their power  
simultaneously, but an electric motor only  
takes the full energy when starting the lift to  
go up full, and when started requires so  
very little that when the elevator is  
descending the power required is so small  
that it becomes a negligible quantity.

LIFTS.  
From the sub-station the current is carried by  
wires to the motors operating the lifts, four in  
number, in the Queen's Buildings, capable of  
carrying 7½ cwt, or 4 persons, not including the  
attendant, at a speed of 200 feet per minute.  
That is the top speed, the motion being  
bottom in about 2½ seconds, the motion being  
so easy that the velocity is not noticeable.  
To ensure that the minimum of power will be  
required, the lifts are counterbalanced.  
It is not our intention to give a description  
of the lifts, as the majority of our readers are  
too busy to see them, and so obtain a better idea  
of their appearance than we should be able to  
convey.

SAFETY DEVICES.  
All we will attempt to do is to describe  
the ingenious and as far as human con-  
ception is able, perfect devices to ensure  
passengers' safety. There is no fear from  
electricity itself, as the current, except for light-  
ing and signalling purposes, does not enter the  
car at all, the management of which is purely  
mechanical and is done by means of the hand-  
rope passing through a corner of the car.  
As far as accidents to the lift or ropes that  
are used, we could give some brain trying to  
think of some accident, but might possibly  
happen, and each idea was enunciated, were  
emergencies. The incandescent light over the  
door of the car, has often excited the curiosity  
of the passengers, as it certainly is not used  
for lighting the car either by day or night, it  
being only alight when the car is in motion.  
This lamp is to show the attendant when the  
current is off the motor, the lamp  
lighting then the current is switched  
on and the car about to move. The brake on  
the motor is always under the control of the  
attendant, and the motor and car, by any  
means, the motor was unable to revolve, the  
current would be automatically cut off by a  
fuse (a short strip of fusible metal). In most  
instances this is considered adequate, but, as the  
fuse is liable to be a few seconds before it  
operates, a further precaution is taken by  
having a magnetic arrangement in circuit to  
effect the same purpose. If the steel wire ropes  
suspending the car should happen to break,  
the weight would be taken off a specially  
constructed spring would catch the car. These  
against the side that would hold the car. These  
grips can come on suddenly, as by their  
operation, the brakes also are fitted to act in the  
same way, so as to prevent any shocks or jolts.

These lifts were ordered and erected by Messrs.  
Leigh and Orange, from Messrs. Weywood  
and Co., London, and have given so much satis-  
faction since they started working that not only  
have two more been fitted in the Hongkong  
Land Investment Buildings, next to Butterfield  
and Swire's Offices, but many engineers have  
been made to the Electric Supply Company  
with a view of their further installation.

In a newspaper article on such a technical  
subject it is impossible to go fully into the  
subject. All we hope to have attained is to in-  
crease the appetite for instruction in this use-  
ful science. There are many books published  
that are especially written for learners and  
amateurs from which the A.B.C. of the science  
can be obtained, and to those who desire more  
practical knowledge we cannot give better  
advice than join the Engineer Volunteers,  
where electricity is applied to search lighting  
is practically taught. We are informed that  
Mr. Wickham is to read a paper on electric  
motors at the Engineers and Shipbuilders  
Institute. This will be a good opportunity  
to see the theories governing this wonderful  
invention practically demonstrated, and no  
doubt will prove exceptionally interesting.

We cannot close this article without a word  
of praise to Mr. Wickham who has the credit of  
designing the installation, and under whose  
supervision it has been so successfully managed.  
Nor must we forget Mr. F. Price, the assistant  
electrical engineer, who, working under Mr.  
Wickham, has been a most valuable and in-  
charge during the installing of this rather com-  
plicated system. Our thanks are also due to  
other members of the Electric Company's staff  
for their great kindness in explaining the  
different machines.

## UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

An extraordinary general meeting of share-  
holders of the United Asbestos Oriental Agency,  
Limited, was held yesterday at noon in the  
Office of Messrs. Dodwell and Co., Ltd., in  
Queen's Buildings. Mr. E. S. Wheeler presided.  
The other gentlemen present were—Messrs.  
A. H. Stewart, T. Skinner, C. N. Young, and  
A. G. Barrett.

The notice convening the meeting having  
been read.

The Chairman said—Gentlemen, this is an  
entirely formal meeting, and for the sole purpose  
of confirming the resolutions passed at the last  
extraordinary meeting. I now beg to move  
that the special resolutions which were passed  
at the extraordinary general meeting of the  
Company, held on 27th July, be and the same  
are hereby confirmed.

Mr. Stewart seconded and the motion was  
carried.

The Chairman—Thank you very much for  
your attendance, gentlemen; I am much obliged  
to you.

## AQUATIC ENTERTAINMENT.

An Aquatic Entertainment will be given by  
the members of the Victoria R.C. on Tuesday,  
15th inst., commencing at 5.30 p.m. sharp, un-  
der the auspices of His Excellency the Gov-  
ernor, Sir Henry A. Blake, G.C.M.G., and  
Lady Blake. The Ladies of Hongkong are  
cordially invited by the Committee.

The following will be the programme—  
Team Race (4 Teams).  
Running-header from the Spring-board.  
Water Polo.

TEAMS.  
Red. White.  
F. M. Rosa Pereira. J. Machado.  
C. Hance. W. A. Stapani.  
F. Lamert. A. Loureiro.  
A. E. Alves. A. A. Alves.  
W. Armstrong. F. Jorge.  
E. Herbst. J. Hance.

The teams are very evenly matched and an ex-  
citing game is anticipated.

WATER POLO SHIELD COMPETITION.

The following dates have been fixed for the  
above Competition—  
16/8/99, V. R. C. (B Team) play R. A. 38 S.D.  
17/8/99, R. V. F. (A Team) " R. A. 25 E.D.  
18/8/99, Kowloon. " R. E. (B Team).

## HONGKONG SHARE MARKET.

HONGKONG, Friday, August 11th.

Messrs. Benjamin, Kelly and Potts, in their  
weekly share report, state—A large volume of  
business has been put through during the past  
week and the firmness indicated in our last  
circular has been well maintained, while  
Hongkong and Shanghai Banks, Hongkong  
and Whampoa Docks, and Hongkong Hotels  
show a marked advance on previous quotations.  
The Hongkong Electric Company,  
Limited, has given notice that an Extraordi-  
nary Meeting will be held on the 26th instant,  
for the purpose of considering a proposal to  
double its capital by the issue of 30,000  
new shares of \$10 each, at par, to be offered  
in the first instance to the registered  
holders of the existing shares. Banks, Hong-  
kong and Shanghai Banks have continued in  
demand and have been placed at advancing  
rates up to 37½ per cent. premium, but close  
rather quiet with sellers at 37½ per cent.  
premium. The London quotation is £63 10/16.  
Insurance—Unions have hardened and are  
wanted at \$40. China Traders have been  
sold at \$62 and are steady at the  
rate. Yangtzes are firm with buyers at  
\$115. Straits have been fixed and  
enquired for at \$14. Fire Insurance—  
Hongkong Fire have been placed at \$10.  
China Fire have been done at \$88 and  
\$89. Shipping—Hongkong, Canton and  
Macao Steamboats have improved their  
position and have been taken off the market  
at \$32 and \$34. And China are firm  
with sales at \$65 and \$66. China and Ma-  
caos have been booked at \$91. Douglas Steam-  
ships have been in some demand and have  
been done at \$56, \$57, \$58 and \$59. Star  
Ferries have been negotiated at \$16 and \$16½.  
Refineries—China Sugars are slightly easier,  
and sales at \$17½, \$17½, \$16½ and \$16½.  
have been effected. Luxons are obtainable at \$15.  
Mining—Fumongs are quiet and have been  
sold at declining rates down to \$12.  
Queen Mines are steady with buyers  
at 50 cents. Jebebus have been taken  
off the market to a large extent at \$14 and  
\$14½. Raubs are a shade easier with sales  
and sellers at \$61½. A telegram states that  
during the month of July 1250 tons of stone  
were crushed, realising 2,000 ounces of amal-  
gam. Olivers' B. have been sold at \$64. Great  
Eastern and Caledonians have changed hands  
at a considerable extent at \$3, \$2½ and \$2½.  
Docks—Whampoa and Godown—Hongkong  
and Whampoa Docks rushed up to 500 cent.  
premium with very few shares changing hands  
at intermediate rates. The market closes  
with buyers at 490 per cent. premium. Kow-  
loon Wharf shares are firmer and sales at \$91.  
\$92 and \$93 have been effected. Lands, Hotels  
and Buildings—Hongkong Lands have reacted  
slightly and are offering at \$107. West  
Points have improved and have been done at  
\$35, \$36 and \$37. Hongkong Hotels  
have been in strong demand with the result  
that sales have been effected at advancing  
rates up to \$116. Humphreys' Estate are quiet  
with sales and sellers at \$11. China Providents  
have stiffened and have been done at \$10.  
Cotton Mills—No sales to report locally. We  
take the latest quotations from Shanghai:  
Circulars—Miscellaneous—Green Island  
Cements are very firm and only small  
lots have changed hands at \$29½ and close  
with buyers at \$29½. China Borneo are en-  
quired for at \$6, but no shares appear to be  
obtainable. A. S. Watsons have been sold at  
\$17 and close in request. Electrics have been  
in demand and have advanced to \$18½ with  
sales at intermediate rates. Ropes are wanted  
at \$18½. Ices have been done at \$130 and  
close with further buyers.

THE NEW EXTENSION.  
Things are not going smoothly over the  
property embraced in the new extension.  
The ratepayers are "flatly" refusing to pay  
their rates. One of the first to decline  
was an ex-councillor, who, on receiving the  
notification demanding payment of the 10  
per cent. reckoned he knew better and refused  
to pay. Another man, who had lately com-  
menced under the Council's benign inducement  
to collect rates, had also declined. Others  
followed suit



## Announcements.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG and COLOMBO.	TUESDAY, 15th August, at 4 P.M.
SADO MARU.....	Kobe and YOKOHAMA.	THURSDAY, 17th August, at Noon.
W. Thompson.....	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe and YOKOHAMA.	THURSDAY, 24th August, at 4 P.M.
*IDZUMI MARU.....	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 24th August, at 4 P.M.
HITACHI MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 25th August, at 4 P.M.
KASUGA MARU.....	NAGASAKI, Kobe and YOKOHAMA.	SATURDAY, 26th August, at 4 P.M.
FUTAH MARU.....	HAMA.	

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 9th August, 1899.

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA. (DIRECT WITHOUT TRANSIT.) Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO, AND Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG. and September. \*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewards. For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO., Agents.

## MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ &amp; CO., SOLE AGENTS.

Hongkong, 9th December, 1898.

UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

SELLING FOOD WORKS, PECKHAM, LONDON, ENGLAND.

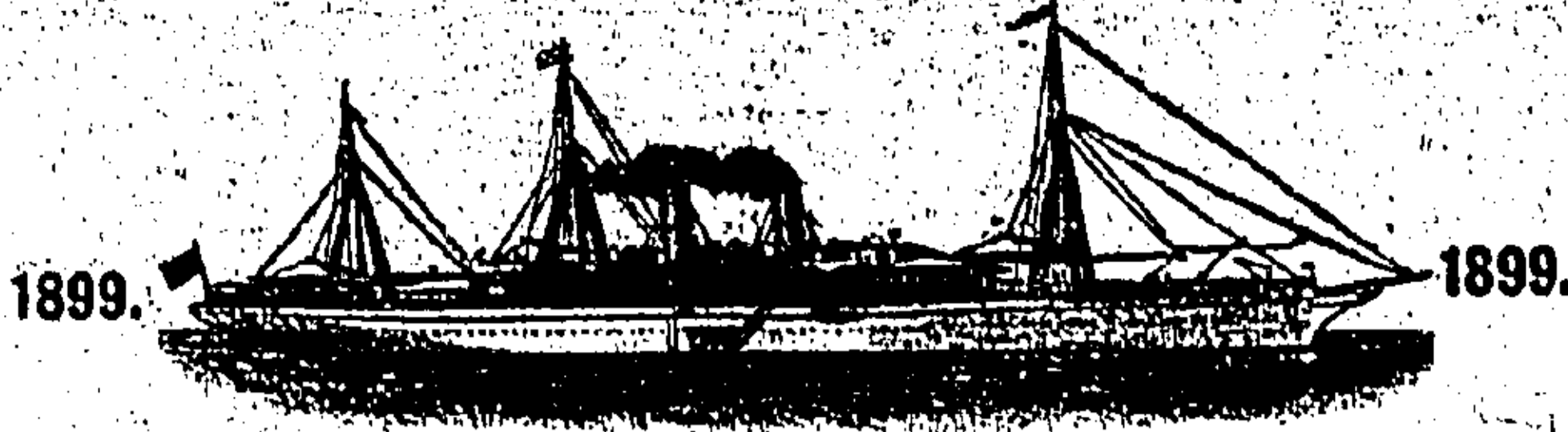
FACILITIES FOR ICE AT KOWLOON. THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES. H. RUTTONJEE, Elgin Street, Kowloon. Hongkong, 3rd May, 1899.

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Tei-Houk Road.

Is now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS especially. Hongkong, 22nd September 1899.

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS. Sole Agents in the East for the amalgamated CENTRE, HUNTER and GRANTHORPE CO., LTD. DUNLOP, TYNERS BICYCLES, PATENT. A special reliable Watch made for this Climate. Quality Assured. Price 5/6. Quality Bicycles. Price 1/10. Quality Watches. Price 1/10. M. QUERRA ROAD CENTRAL. Opposite the Telegraph Office.

## Mails. CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 30th Aug., 1899.  
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R. WEDNESDAY, 27th Sept., 1899.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 25th Oct., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. [3]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

THE Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th August, 1899. [1310]

## MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSTIN, NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines.

Ohmura Coal Mines.

Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited.

Mitsui Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kanaguchi Cotton Spinning Mill, Japan.

The Mitsui Bussan Kaisha, Limited.

Tokyo Marine Insurance Co., Limited.

Hayashi & Co., Ltd.

Kanaguchi & Co., Ltd.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIA, GULF, CENTRAL AND AMERICAN PORTS.)

THE Steamship

"PARRAMATTA" Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 5th August, 1899. [5]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia... [2,837] J. Truebridge... [Sept. 2]

Victoria... [3,502] J. Pantan... [Sept. 12]

ALSO.

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Lennor... [3,677] Williamson [Aug. 19]

Columbia... [2,976] Dobson... [Sept. 23]

Monmouthshire... [2,874] W.A. Evans [Oct. 7]

Lennor... [3,677] Williamson [Nov. 4]

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC-MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. the day previous to sailing.

For further information apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 9th August, 1899. [4]

## SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. L. American Ship

"CHALLENGER"

shortly expected from MILLA, will leave here for the above port and will have quick despatch.

For further information apply to R. ARNOLD, KERNBERG & CO., Agents.

Hongkong, 12th August, 1899.

## Mails. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

(Freight Service.) (East Asiatic Service.) (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG.....	HAVRE and HAMBURG.	August 16th.
Madsen.....	(LONDON with transhipment in HAMBURG)	About 10th.
ALESIA.....	HAVRE and HAMBURG.	September 1st.
Knuh.....	(LONDON with transhipment in HAMBURG)	About 20th.
NURNBERG.....	HAVRE and HAMBURG.	September 1st.
v. Binter.....	(LONDON with transhipment in HAMBURG)	About 5th.
SUEVIA.....	(LONDON with transhipment in HAMBURG)	October 1st.
*SAVOIA.....	HAVRE and HAMBURG.	About 15th.
Jäger.....	(LONDON with transhipment in HAMBURG)	October 1st.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO., Agents.

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## U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Friday, 27th October, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, the UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA.

Thyra... [3,406] about [Sept. 23]

Belgian King... [3,379] about [Oct. 23]

Carmarthenhire... [2,923] about [Nov. 23]

THE Steamship

"THYRA"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 22nd August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899.

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## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 22nd Aug., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 16th Sept., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 10th October, at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 22nd August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DEN



Shipping  
STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

The Company's Steamship  
"TRIESTE"  
Captain A. Mili, will leave for the above places TO-MORROW, the 13th instant, at Daylight.For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 12th August, 1899. [1012a]

THE OSAKA SHOSSEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

The Company's Steamship  
"TAMSUI MARU."  
Captain T. Nagata, will be despatched for the above ports, TO-MORROW, the 13th instant, at Daylight.For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 12th August, 1899. [1011a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship  
"YUEN-SANG."  
Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 14th instant, at Noon.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 12th August, 1899. [1017a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship  
"ANTENOR."  
Captain Jackson, will be despatched on TUESDAY, the 15th instant.For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 7th August, 1899. [1010a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

The Company's New Steamship  
"DIAMANTE."  
Captain G. A. Taylor, will be despatched for the above port, on WEDNESDAY, the 16th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 11th August, 1899. [1023a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Callagat TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

The Steamship  
"GUTHRIE."  
Captain MacArthur, will be despatched as above on THURSDAY, the 17th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 8th August, 1899. [1013a]

FOR NEW YORK VIA SUEZ CANAL.

The British Steamship  
"CHAZEE,"  
will be despatched for the above port on or about the 20th August.

S.S. "ARGYLL" will sail about the 30th August.

S.S. "JOHN SANDERSON" At Intervals S.S. "AFGHANISTAN" ..... of 2 weeks.

For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 11th August, 1899. [1028a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &amp;c.)

The Company's Steamship  
"CHINGWU."  
H. Harris, Commander, will be despatched as above on or about the 3rd September.For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 28th July, 1899. [975a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN &amp; CO.—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

The Full-powered Steamship  
"PISA,"  
will be despatched as above on or about the 15th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 12 knots per hour.

For Freight or Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 18th July, 1899. [938a]

SHEWAN TOMES &amp; CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

The New Steamship  
"PING SUEY."  
Captain C. de La Perelle, will be despatched for the above port, on or about the 5th October.For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 9th August, 1899. [1020a]

## Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship  
"CITY OF RIO DE JANEIRO."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

J. S. VAN BUREN,  
Agent.  
Hongkong, 7th August, 1899. [117a]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship  
"COPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

J. S. VAN BUREN,  
Agent.  
Hongkong, 10th August, 1899. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship  
"MORAVIA,"  
having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns; and all Claims must be sent in to the office of the Undersigned before Noon on the 18th instant; or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER &amp; Co., Agents.

Hongkong, 11th August, 1899. [1006a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"CANTON,"  
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From Italy, ex S.S. *Thames*.  
From Madras, ex S.S. *Laudara*.  
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 17th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessels arrival here, after which no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 11th August, 1899. [15]

## Intimations.

THE MUTUAL STORES

(SUB AGENTS LIPTON LIMITED.)

28, 28 &amp; 30, FORTINGER STREET, HONGKONG.

JUST ARRIVED.

"SILVER SHIELD BRAND"

OF

AMERICAN CANNED FRUIT.

EQUAL TO ANYTHING THAT HAS EVER BEEN PUT ON THE MARKET.

Hongkong, 1st August, 1899.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD, CENTRAL, Second Floor, (the premises formerly occupied by Messrs. Powell &amp; Co.) to which address all communications should be addressed.

E. F. SKERITT,  
Manager.  
Hongkong, 1st August, 1899.

## Intimations.

KUHN &amp; KOMOR,

JAPANESE FINE ART CURIOS,

31 &amp; 33, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and  
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [43]

CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,  
LUTGENS, EINSTAMM & Co.  
Hongkong, 11th September, 1896. [19]

CHS. J. GAUPP &amp; CO.,

CHRONOMETER, WATCH, and CLOCK

MAKERS JEWELLERS, SILVER

SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES.

Nos. 54 &amp; 56, Queen's Road Central. [40]

F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL and PROVISION MERCHANTS,

CHARTS, NAVAL CONTRACTORS

and GENERAL COMMISSION

AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAMLER'S PATENT MOTOR

LAUNCHES, &amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. &amp; O. SPECIAL LIQUOR SCOTCH

WHISKY, &amp;c., &amp;c.

EVERY KIND OF

SHIP'S STORES and REQUISITES

ALWAYS IN STOCK.

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896. [39]

## NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

J. EYES

FLUID

THE BEST

DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS &amp; Co.,

Bank Buildings.

Hongkong, 9th March, 1897. [11]

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—  
(A) *Albatross*, Capt. P. T. Helms, Gibb.  
(B) *Albatross*, Capt. P. T. Helms, Gibb.

## Intimations.

THE CHINA &amp; JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &amp;c., &amp;c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &amp;c., &amp;c.,

Apply to

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898. [135]

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [493]

## For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"

ACCOUNT OF THE

1899 RACE MEETING

with TABULATED STATEMENTS OF PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 50 CENTS.

Only a limited Number printed.

Send Orders early to

The Manager,

"HONGKONG TELEGRAPH" OFFICE,

50, Queen's Road Central.

Hongkong, 6th March, 1899.

## EXCHANGE.

Hongkong, 12th August.

ON LONDON, Telegraphic Transfer ..... 11/11

Bank Bills, on demand 11/11 1/16

Credits, 4 months' sight ..... 2/04

D'emen's, 4 months' sight ..... 2/04

ON BERLIN, (demand) ..... M. 201

ON PARIS, Bank Bills, on demand ..... 2/48

Credits, 4 months' sight ..... 2/53

ON NEW YORK, Bank Bills, on demand ..... 48

Credits, 30 days' sight ..... 48

ON BOMBAY, Telegraphic Transfer ..... 147

On demand ..... 148

ON SHANGHAI, Telegraphic Transfer ..... 72

Private, 30 days' sight ..... 73

ON YOKOHAMA, T.T. .... 4 per cent. prem.

Sovereigns, Bank's Buying Rate ..... \$10.00

Gold Leaf too touch, per tole ..... \$2.75

Bar Silver ..... 77

Dollars ..... 14 per cent. prem.

## OPTUM QUOTATIONS.

Hongkong, 12th August.

New Patna, ..... 87 1/2 per chey

New Benares, ..... 87 1/2

New Malva, credit ..... 71 1/2 per picul

Old Malva, credit ..... 71 1/2

Pernam pepper, ..... 140/00

## The Share Market.

LATEST QUOTATIONS.

(August 12th.)

Banks.

Hongkong and Shanghai Banking Corporation

—37 1/2 per cent. prem.

The Bank of China &amp; Japan, Ltd.—(Preference)

nominal.

The Bank of China &amp; Japan, Ltd.—(Ordinary)

4 1/2 buyers.

The Bank of China &amp; Japan, Ltd.—(Deferred)

4 1/2 buyers.

National Bank of China, Ltd.—\$24 buyers.

Do. —\$24 buyers.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$240

buyers.

China Traders' Insurance Co., Limited—\$62.

North China Insurance Co., Ltd.—Tls. 190

Yangtze Insurance Assoc. Ltd.—\$115 buyers.

Canton Insurance Office, Ltd.—\$140.

Straits Insurance Co., Ltd.—\$64.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$310.

China Fire Ins. Co., Ltd.—\$88 1/2.

Shipping.

Hongkong, Canton, &amp; Macao Steamboat Co.,

Limited—\$32 1/2.

Indo-China Steam Navigation Company, Ltd.

—\$67.

China and Manila S.S. Co., Ltd.—\$91.

Douglas Steamship Co., Ltd.—\$50.

China Mutual S. N. Co., Ltd.—(Preference)—

\$9.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—

\$5.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$3

buyers.

Star Ferry Co., Ltd.—\$164.

Refineries.

China Sugar Refining Co., Ltd.—\$168.

Luxon Sugar Refining Co., Ltd.—\$55.

Mining.

Panjo Mining Co., Ltd